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Comments: Please see attached our comments to the proposed travel management Revisions to address e-bike use on USFS trails. WE appreciate the opportunity to comment and stand by to assist the USFS in identifying and implementing next steps.

Not relevant to revisions but perhaps of interest is our approach to this issue to date:

Our priority has been to find balance between recognizing and responding to a strong industry trend that is happening on a world-wide scale, without jeopardizing the traditional non-motorized trail experience for our analog members and our multi-use recreation partners, notably hikers and equestrians. We have been actively researching and advising a regulatory environment that could be supported by our recreation and conservation partners, and prevents additional administrative burden for land managers. To date, our approach in guiding land manager policy has been as follows:

*Adopt the three-class management system for e-bikes and classify them as non-motorized to match industry standard.

*Separate policies for e-bikes used for commuting and long-distance travel purposes from those used for recreation on natural surface non-motorized trails.

*Work with land managers to identify trails that could support Class-1 e-MTB access, as long as historic trail user experiences can be sustained and protected, and are not significantly altered.

*Specifically prohibit Class 2 and Class 3 e-bikes from access to natural surface non-motorized trails.

*Conduct user outreach & provide educational resources to inform e-bikers where they can ride and how to responsibly use of Class-1 technology within multi-use trails settings.

*Evaluate and promote Class 1 e-bike access on all newly opened trails with mountain biking as the primary use objective, as these new trails are built for mountain bikers, for today's users, and do not have a historic user expectations that may be changed by introducing a "new" non-motorized user.

While our approach isn't moving fast enough for some, and is too slow for others, it generally appears to strike a balance between too much restriction, and blanket access. We anticipate and hope that our recreation partners can continue to support this approach and we will facilitate a coalition of land agencies, recreation organizations, and conservation partners to identify e-bike access implications to Washington's based on the recent DOI ruling and your agency's current proposal.

We hope that the attached comment letter is helpful in further evaluating a best management practice for accommodating e-bikes where they make sense.